

CLAIM AMENDMENTS

1. (Withdrawn) A hydraulic shock absorbing apparatus of a vehicle provided with hydraulic shock absorbers at right and left sides of a wheel, comprising:

a compression side damping force generating structure for generating, except for unintended frictional effects, exclusively a compression side damping force is provided in a first hydraulic shock absorber, an expansion side damping force generating structure for generating, except for unintended frictional effects, exclusively an expansion side damping force is provided in a second hydraulic shock absorber, and the generation of the compression side damping force and the expansion side damping force is carried out substantially separately by the respective hydraulic shock absorbers,

the first hydraulic shock absorber having

a vehicle body side tube and a wheel side tube which are slidably fitted to each other;

a damper having a damper cylinder and a piston rod in which a piston slidable within the damper cylinder is mountable to a leading end portion of the piston rod, and structured such that the damper cylinder is mountable to an inner side of the wheel side tube and the piston rod is mountable to an inner side of the vehicle body side tube;

a piston rod side oil chamber and a piston side oil chamber sectioned within the damper cylinder by the piston;

an oil reservoir chamber disposed in an outer periphery of the damper cylinder; and

two oil passages provided in the piston, a compression side damping valve being provided in one of the oil passages, and a check valve closing during compression and opening during expansion being provided in the other of the oil passages, and

wherein a volume compensating oil passage for common use for both of the compression and the expansion of the piston rod, and communicating the piston rod side oil chamber with the oil reservoir chamber is provided.

2. (Currently amended) A hydraulic shock absorbing apparatus of a vehicle comprising:

a first and a second hydraulic shock absorber provided adjacent a wheel;

each of the hydraulic shock absorber comprising:

a vehicle body side tube and a wheel side tube being slidably fitted;

a damper constituted by a damper cylinder and a piston rod having a piston slidable within the damper cylinder, the piston being mountable to a leading end portion thereof,

the damper cylinder being mountable to an inner side of the wheel side tube, the piston rod being mountable to an inner side of the vehicle body side tube;

a piston rod side oil chamber receiving the piston rod and a piston side oil chamber not receiving the piston rod are sectioned in both sides of the piston;

two oil passages communicating with the two oil chambers being provided in the piston;

an oil reservoir chamber for compensating a volume of the piston rod being provided in an outer periphery of the damper cylinder,

one of the hydraulic shock absorbers being arranged to damp, except for unintended frictional effects due to non-ideal components, exclusively during compression and being provided with a compression side damping valve in one oil passage of the piston, and being provided with a check valve closing completely at the time of compression and opening at the time of expansion for directing fluid to the compression side damping valve and away from the compression side damping valve respectively in another oil passage, the check valve when open arranged to prevent damping, and an oil passage for compensating a volume of the piston rod for common use for both of the compression and the expansion of the piston rod, and communicating with the oil reservoir chamber being provided in the piston rod side oil chamber,

wherein another of the hydraulic shock absorbers being arranged to damp , except for unintended frictional effects due to non-ideal components, exclusively during expansion has an expansion side damping valve in one of the oil passages of its piston, a check valve closing completely at the time of expansion and opening at the time of compression in another of the oil passages for directing fluid to the expansion side damping valve and away from the expansion side damping valve respectively, the check valve when open arranged to prevent damping, and an oil passage for compensating the volume of the piston rod for common use for both of the compression and the expansion of the piston rod, and communicating with the oil reservoir chamber is disposed in the piston side oil chamber.

3. (Withdrawn) A hydraulic shock absorbing apparatus of a vehicle according to claim 1, wherein a bypass oil passage communicating the oil chambers in both sides of the piston is disposed in the piston rod of each of the hydraulic shock absorbers, and a damping force adjusting valve is disposed in the bypass oil passage.

4. (Previously Presented) A hydraulic shock absorbing apparatus of a vehicle according to claim 2, wherein a bypass oil passage communicating the oil chambers in both sides of

the respective pistons is disposed in the piston rod of each of the hydraulic shock absorbers, and a damping force adjusting valve is disposed in each of the bypass oil passage.

5. (Withdrawn) A hydraulic shock absorbing apparatus of a vehicle according to claim 1, wherein the oil passage provided for compensating the volume of the piston rod of the first hydraulic shock absorber is disposed in a side wall of the damper cylinder.

6. (Previously Presented) A hydraulic shock absorbing apparatus of a vehicle according to claim 2, wherein the oil passage provided for compensating the volume of the piston rod of each of the hydraulic shock absorbers is disposed in a side wall of the respective damper cylinder.

7. (Withdrawn) A hydraulic shock absorbing apparatus of a vehicle according to claim 3, wherein the oil passage provided for compensating the volume of the piston rod of the first hydraulic shock absorber is disposed in a side wall of the damper cylinder.

8. (Previously Presented) A hydraulic shock absorbing apparatus of a vehicle according to claim 4, wherein the oil passage provided for compensating the volume of the piston rod of each of the hydraulic shock absorbers is disposed in a side wall of the respective damper cylinder.

9. (Withdrawn) A hydraulic shock absorbing apparatus of a vehicle according to claim 1, wherein the oil passage of the hydraulic shock absorber provided for compensating the volume of the piston rod is disposed in a guide member for guiding the piston rod.

10. (Previously Presented) A hydraulic shock absorbing apparatus of a vehicle according to claim 2, wherein the oil passage of each of the one hydraulic shock absorbers provided for compensating the volume of the respective piston rod is disposed in a guide member for guiding the respective piston rod.

11. (Withdrawn) A hydraulic shock absorbing apparatus of a vehicle according to claim 3, wherein the oil passage of the hydraulic shock absorber provided for compensating the volume of the piston rod is disposed in a guide member for guiding the piston rod.

12. (Previously Presented) A hydraulic shock absorbing apparatus of a vehicle according to claim 4, wherein the oil passage of each of the hydraulic shock absorbers provided for

compensating the volume of the respective piston rod is disposed in a guide member for guiding the respective piston rod.

13. (Withdrawn) A hydraulic shock absorbing apparatus of a vehicle provided with hydraulic shock absorbers at right and left sides of a wheel, comprising:

- a compression damping force hydraulic shock absorber having a compression side damping force generating structure for generating , except for unintended frictional effects, exclusively a compression side damping force;

- a vehicle body side tube and a wheel side tube which are slidably fitted to each other;

- a damper having a damper cylinder and a piston rod in which a piston slidable within the damper cylinder is mountable to a leading end portion thereof, and structured such that the damper cylinder is mountable to an inner side of the wheel side tube and the piston rod is mountable to an inner side of the vehicle body side tube;

- a piston rod side oil chamber and a piston side oil chamber sectioned within the damper cylinder by the piston;

- an oil reservoir chamber disposed in an outer periphery of the damper cylinder;

- two oil passages provided in the piston, a compression side damping valve being provided in one of the oil passages, and a check valve closing during compression and opening during expansion being provided in the other of the oil passages, and

- a volume compensating oil passage for common use for both of the compression and the expansion of the piston rod, and communicating the piston rod side oil chamber with the oil reservoir chamber,

- the compression damping force hydraulic shock absorber being usable together with an expansion damping force hydraulic shock absorber,

- wherein compression damping is performed by one shock absorber and expansion damping is performed by the other shock absorber.

14. (Currently amended) A hydraulic shock absorbing apparatus of a vehicle provided with hydraulic shock absorbers at right and left sides of a wheel, comprising:

- an expansion damping force hydraulic shock absorber having an expansion side damping force generating structure for generating , except for unintended frictional effects due to non-ideal components, exclusively an expansion side damping force;

- a vehicle body side tube and a wheel side tube which are slidably fitted to each other;

a damper having a damper cylinder and a piston rod in which a piston slidable within the damper cylinder is mountable to a leading end portion of the piston rod, and structured such that the damper cylinder is mountable to an inner side of the wheel side tube and the piston rod is mountable to an inner side of the vehicle body side tube;

a piston rod side oil chamber and a piston side oil chamber sectioned within the damper cylinder by the piston;

an oil reservoir chamber disposed in an outer periphery of the damper cylinder; and

two oil passages provided in the piston, an expansion side damping valve being provided in one of the oil passages, and a check valve closing completely during expansion and opening during compression being provided in the other of the oil passages for directing fluid to the expansion side damping valve and away from the expansion side damping valve respectively, the check valve when open arranged to prevent damping, and

a volume compensating oil passage for common use for both of the compression and the expansion of the piston rod, and communicating the piston rod side oil chamber with the oil reservoir chamber,

the expansion damping force hydraulic shock absorber being usable together with a compression damping force hydraulic shock absorber, wherein expansion damping is performed by one shock absorber and compression damping is performed by the other shock absorber.